

Amendments to the Claims:

The following listing of claims will replace all prior versions, and listings, of claims in the application:

Listing of Claims:

1. (Previously presented) A personal watercraft comprising:
a hull including a bottom hull and a top deck secured over the bottom hull, the hull defining an engine compartment sized to contain an internal combustion engine for powering a jet propulsion unit, the jet propulsion unit including a steerable water discharge nozzle, the top deck having a raised, longitudinally extending seat adapted to accommodate an operator in straddle fashion,
the bottom hull including a generally V-shaped center keel having a keel surface and a centerline,
wherein the bottom hull has a longitudinal portion lying between a front limit and a rear limit in which the keel has a central keel angle that is smaller at the rear limit than at the front limit, and the front and rear limits being defined within the middle third of the length of the bottom hull.
2. (Previously presented) A personal watercraft as in claim 1, in which the keel angle at a location along the centerline is defined as the angle formed between the keel bottom surface at the centerline and two keel bottom surface locations which are disposed transversely away from the centerline.
3. (Previously presented) A personal watercraft as in claim 2, in which the keel lies within the middle third of the personal watercraft length.

4. (Previously presented) A personal watercraft as in claim 1, in which the personal watercraft includes a rear-most extent, in which the keel rear begins within about 3 1/2 feet forward of the rear-most extent, and in which the front limit is located at least about 4 1/2 feet forward of the keel rear limit.

5. (Previously presented) A personal watercraft as in claim 1, in which the personal watercraft includes a rear-most extent, in which the keel rear begins within about 4 feet forward of the rear-most extent, and in which the front limit is located at least about 3 feet forward of the keel rear limit.

6. (Previously presented) A personal watercraft as in claim 1, in which the personal watercraft includes a rear-most extent, in which the keel rear begins within about 4 feet forward of the rear-most extent, and in which the front limit is located at least about 5 feet forward of the keel rear limit.

7. (Previously presented) A personal watercraft as in claim 1, in which the personal watercraft includes a rear-most extent, in which the keel rear begins within about 5 feet forward of the rear-most extent, and in which the front limit is located at least about 2 feet forward of the keel rear limit.

8. (Previously presented) A jet-propelled personal watercraft comprising:
a hull including a bottom hull and a top deck secured over the bottom hull, the hull defining an engine compartment sized to contain an internal combustion engine for powering a jet propulsion unit, the jet propulsion unit including a steerable water discharge nozzle, the top deck having a raised, longitudinally extending seat adapted to accommodate an operator in straddle fashion, the hull having a water inlet leading to the jet propulsion unit, the bottom hull including a length and a center keel portion extending longitudinally along at least a portion of the length and having a pair of opposing side surfaces, each side surface having a greatest downward slope, the center keel portion including a longitudinal keel section extending along a portion of the length between a front limit and a rear limit, the rear limit disposed within the

middle third of the length of the bottom hull, wherein the greatest downward slope increases moving from the front limit to the rear limit.

9. (Original) A personal watercraft hull as in claim 8, in which the center keel portion is integrally formed with the hull.

10. (Previously presented) A personal watercraft hull as in claim 8, in which the front limit lies within the middle third of the length.

11. (Previously presented) A personal watercraft hull as in claim 8, in which the front and rear limits lie at least within 15 percent of either side of the middle of the hull length.

12. (Previously presented) A personal watercraft hull as in claim 8, in which the front and rear limits lie at least within 10 percent of either side of the middle of the hull length.

13. (Previously presented) A personal watercraft as in claim 8, in which the personal watercraft includes a jet pump, in which the rear limit of the keel section is disposed at about 1 foot forward of the jet pump and the keel section has a length of at least 2 feet.

14. (Previously presented) A personal watercraft as in claim 8, in which the maximum vertical downward slope at a location 3 feet rearward of the hull front-most extent is less than the maximum vertical downward slope at a location 4 feet forward the hull rear-most extent.

15. (Previously presented) A personal watercraft as in claim 8, in which the maximum vertical downward slope at a location 3 feet rearward of the hull front-most extent is less than the maximum vertical downward slope at a location 3 feet forward of the hull rearmost extent.

16. (Previously presented) A personal watercraft as in claim 8, further comprising a keel trough on each side of the central keel portion, the keel trough defining a trough depth, wherein there exists a second longitudinal keel section extending over a second portion of the length, the trough depth increases from front to rear over the second longitudinal keel section.

17. (Currently amended) A personal watercraft hull comprising:
a bottom hull having a rear extent, an opposing front extent and a length extending therebetween; and
a center keel strip extending longitudinally along a centerline of the bottom hull and including a center keel portion, the center keel portion having a generally V-shaped ~~in~~-cross-section extending over the middle third of the length of the bottom hull, the center keel strip including
a keel trough on each side of the keel portion, the keel trough having a depth;
wherein there exists a longitudinal keel section of the center keel strip having a section length, the trough depth of the portion of the keel trough extending along the side of the section length increases from front to rear;
the hull includes a jet pump, in which the center keel portion begins within about 2 feet forward of the jet pump and has a length of at least three feet.
18. (Original) A personal watercraft hull as in claim 17, wherein the center keel strip has a width, the width is about 10 inches or less.
19. (Original) A personal watercraft hull as in claim 17, wherein the trough depth is a normal depth defined as the largest normal over the trough.
20. (Previously presented) A personal watercraft hull as in claim 17, in which the trough depth is a vertical depth measured from a mid-point of the trough.
21. (Previously presented) A personal watercraft hull as in claim 17, in which the keel section lies within the middle third of the hull length.
22. (Original) A personal watercraft hull as in claim 17, in which the hull includes a jet pump, in which the center keel portion begins about 1 1/2 feet forward of the jet pump and has a length of at least three feet.

23. (Cancelled)

24. (Currently amended) A personal watercraft hull ~~as in claim 17, in which,~~ comprising:
a bottom hull having a rear extent, an opposing front extent and a length extending
therebetween; and

a center keel strip extending longitudinally along a centerline of the bottom hull and
including a center keel portion, the center keel portion having a generally V-shaped in-cross-
section extending over the middle third of the length of the bottom hull, the center keel strip
including

a keel trough on each side of the keel portion, the keel trough having a depth;
wherein there exists a longitudinal keel section of the center keel strip having a section
length, the trough depth of the portion of the keel trough extending along the side of the section
length increases from front to rear;

the center keel portion includes a pair of opposing side surfaces, each of the side surfaces having a maximum vertical downward slope, the maximum vertical downward slope at a point 3 feet rearward of the hull front-most extent is less than the maximum vertical downward slope at a point 4 feet forward the hull rear-most extent.

25. (Currently amended) A personal watercraft hull ~~as in claim 17, in which~~ comprising:
a bottom hull having a rear extent, an opposing front extent and a length extending
therebetween; and

a center keel strip extending longitudinally along a centerline of the bottom hull and
including a center keel portion, the center keel portion having a generally V-shaped in-cross-
section extending over the middle third of the length of the bottom hull, the center keel strip
including

a keel trough on each side of the keel portion, the keel trough having a depth;
wherein there exists a longitudinal keel section of the center keel strip having a section
length, the trough depth of the portion of the keel trough extending along the side of the section
length increases from front to rear;

the center keel portion includes a pair of opposing side surfaces, each of the side surfaces having a maximum vertical downward slope, the maximum vertical downward slope forms a side angle from the vertical, the side angle decreases to form a more acute and more vertical angle from front to rear over the section length.

26. (Cancelled)

27. (Cancelled)

28. (Cancelled)

29. (Cancelled)

30. (Cancelled).

31. (Currently amended) A personal watercraft hull including a rear tunnel, the hull comprising:

a center keel portion including a generally V-shaped keel, wherein there exists a longitudinal keel section of the center keel portion having concave areas located on either side of the keel, wherein the keel section has a length being located within the middle third of the length of the hull over which the concavities get deeper toward the rear;

the keel has a side angle from vertical and the side angle gets smaller over the length of the section.

32. (Original) A personal watercraft hull as in claim 31, in which the keel section length is at least about 2 feet long.

33. (Original) A personal watercraft hull as in claim 31, in which the keel section length is at least about 1 foot long.

34. (Cancelled)

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35. (Previously presented) A personal watercraft hull as in claim 8, in which the center keel portion is generally V-shaped.